

CHARTERS - SPECIAL ASSIGNMENT AIRLIFT MISSIONS (SAAM'S),
JOINT CHIEFS OF STAFF EXERCISES (JCSE), AND CONTINGENCIES FOR THE
TRANSPORTATION WORKING CAPITAL FUND (TWCF), AND NON-TWCF AIRCRAFT

EFFECTIVE: 01 Oct 05 through 30 Sep 06

1. Description of Tables.

a. Table 1 contains hourly SAAM/JCSE/Contingency rates and Minimum Activity Rates (MAR's) for Department of Defense (DoD) Users.

b. Table 2 contains hourly SAAM/Contingency rates and MAR's for non-DoD other U.S. Government users.

c. Table 3 contains hourly SAAM/Contingency rates and MAR's for non-U.S. Government users (including foreign military sales and military assistance program).

d. Table 4 contains a point of contact for obtaining hourly rates for DoD aircraft which normally do not fly TWCF missions.

e. Table 5 contains the commercial stabilized seat/ton mile rates to be used for computing charges for commercial airlift.

2. Procedures used to compute charges for TWCF charter missions.

a. SAAMs

(1) Charges will be computed and billed after completion of the mission. Free fuel has been considered in the computation of our overall rates; therefore, customer bills will not be reduced for any free fuel issues. Customers can receive mission charge information after the 15th of the month following mission completion by contacting HQ AMC/A87DB, DSN 779-2291/2293 or 2289.

(2) Organic airlift charges are computed by HQ AMC/A87DB using the actual flying hours used to perform the mission multiplied by the applicable rate (Tables 1/2/3) for the type of aircraft used. In selecting aircraft type, AMC considers load and cube limits, seasonal factors, locations, availability of aircraft, en route support facilities and other applicable factors. In selecting routing, AMC considers DoD directives, foreign clearance guide requirements, en route support facilities and other applicable factors.

(a) The number of chargeable flying hours include the time from the departure of the aircraft performing the mission to the positioning point, to each customer directed stop, and to the deposition point. The charges for the positioning and deposition legs of the mission would normally include departing from and returning to the home station of the aircraft performing the mission. In-system select procedures apply to those aircraft already performing airlift missions within the AMC system. When the airlift user is provided airlift with an in-system select aircraft, the positioning charge would be based upon the number of flying hours from the point where the aircraft last offloaded on the previous mission to the first user onload point. Deposition charges for in-system select aircraft would not exist if the aircraft remains in the AMC system and is assigned to another mission as an in-system select. If the aircraft does not remain within the AMC system, then the deposition charge would be computed based upon the number of flying hours to the aircraft's home station. See the examples for positioning and deposition charges. When estimating charges for the positioning and/or deposition legs of the mission, use the farthest home station for the type aircraft used to the first onload or last offload point.

(b) Movement of the materials handling equipment (MHE) or special teams/equipment to support the unit being deployed is the funding responsibility of that unit or the JCS Exercise program, as appropriate. Examples are: If a unit requires MHE that is not at one of the user's deployment sites and the MHE will not fit on the unit's SAAM aircraft, a support mission will be flown at user's expense.

(3) The minimum activity rate (MAR = 2 hours flying time except for the C-17 where MAR = 4 hours flying time) is the charge levied on the user for requests that involve reaction or response that is not otherwise chargeable by reference to other tables, **less any appropriate incentives**. Examples are:

(a) For a regular mission, in addition to the basic SAAM cost, MAR will be charged for the first 24 hour period or part thereof and for each 24 hour period or major part thereafter, regardless of a clock day, in which the aircraft stands down because of customer requirements (whether stated or not in the original request).

(b) When a user requests or directs aircraft be reserved (regardless if at home station or a remote location), placed on standby, or prepositioned for the user's exclusive use, a two hour MAR (4 hour MAR for a C-17) will be charged for the first 24 hours or part thereof and for each 24 hour period or major part thereafter (e.g. standby or prepositioned 26 hours will be charged 4 hours MAR, 8 hours MAR for a C-17). At the time the alert is ordered, the bill payer must be identified and/or fund cite provided. These both apply for alert and back-up aircraft. **See AMCI 65-602, 5.2.2.**

(4) AMC accepts the combination of SAAM requirements from more than one agency to effectively utilize both inbound and outbound portions or available capability of the mission. Airlift requirements are charged as one SAAM contingent upon the following:

(a) Those agencies that desire to combine separate SAAM requirements must do so prior to mission operation.

(b) The agencies coordinate directly to bring about the combination and agree upon a SAAM number designation (if applicable) and percent of cost chargeable against each agency. The SAAM cost will be divided among no more than three different fund cites.

(c) The aircraft configuration requirements must be compatible for all segments.

(d) Required delivery times and pickup times for all cargo should coincide so stand-down time limitations are not exceeded as a result of the combination.

(5) Charges for airdrops are assessed on actual hours flown to perform the airdrop. When estimating airdrops, add two hours for the air drop with applicable hours for position/deposition and/or any other legs as required.

(6) Channel extensions are customer requirements that arrive at a channel destination aboard an AMC channel aircraft that are scheduled for onward movement to a further extension destination in close proximity to the channel destination. Channel extension requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless if the requirement is offloaded prior to arrival at the channel destination). In addition to the cost of the channel portion, a SAAM charge is levied equal to the flying hours (organic) or miles (commercial) between the channel destination, the extension destination and return to the channel destination. The minimum SAAM charge for a channel extension will be MAR.

(a) Channel extensions normally are accepted only if the flying time from the channel destination to the extension destination does not exceed two hours (excluding return flying time).

(b) A channel extension will not be accepted if it entails a major deviation from the schedule anywhere along its itinerary. Examples of this include causing a crew rest where one was not scheduled, eliminating a scheduled stop, or displacing channel requirements forecasted for movement on the requested channel mission.

(c) The channel extension procedure is designed primarily for the movement of small amounts of cargo and passengers. The following guidance should be used when requesting channel extensions: maximum of 16 short tons (ST) not to exceed four pallet positions for C-5; maximum of 8 ST not to exceed two pallet positions for C-141; maximum of 4 ST not to exceed one pallet positions for C-130; maximum of 12 ST not to exceed three pallet positions for C-17.

(d) Channel extensions are a billing procedure only and AMC does not guarantee onward movement will occur on the same aircraft.

(7) Flag stops are customer's requirements that are either unloaded or offloaded at a location in close proximity to a scheduled channel route. Flag stop requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless of whether unloaded or offloaded prior to the channel destination). In addition to the channel charges, a SAAM charge is levied equal to the difference between the scheduled flying hours to the channel destination and the actual flying hours to the channel destination with the flag stop included. The minimum SAAM charge for a channel extension will be MAR.

(a) A flag stop normally is accepted only if it adds no more than 2 hours flying time (excluding return flying time) to the scheduled route segment.

(b) A flag stop will not be accepted if it entails a major deviation from the schedule anywhere along its itinerary. Examples of this include causing a crew rest where one was not scheduled, eliminating a scheduled stop, or displacing channel requirements forecasted for movement on the requested channel mission.

(c) The flag stop procedure is designed primarily for the movement of small amounts of cargo and passengers. The following guideline should be used when requesting flag stops; maximum of 16 ST not to exceed four pallet positions for C-5; maximum of 8 ST not to exceed two pallet positions for C-141; maximum of 4 ST not to exceed one pallet position for C-130; maximum of 12 ST not to exceed three pallet positions for C-17.

(d) CONUS flag stops will not be requested. The use of commercial transportation to deliver traffic to CONUS APOE's is consistent with national transportation policy. When commercial transportation cannot meet requirements, urgent airlift requirements will be requested as rapid reaction SAAM's. AMC will determine the capability of the airlift system to meet the requirement with SAAM or channel airlift and advise the user accordingly.

(e) Flag stops are a billing procedure only.

(8) Domestic commercial augmentation airlift will be billed at AMC's cost.

(9) International commercial augmentation airlift charges for troop/passenger and cargo movements are computed using Table 5. The charge is computed by multiplying the seat/ton mile rate times the ACL times the distance, plus any miscellaneous fees. The aircraft standard ACL's are listed in Table 5, however, ACL's vary among carriers due to individual aircraft configuration, so the contracted ACL will be used. The great circle statute miles as identified in the contract document for payment to the commercial carrier will be the distance utilized for computing charges. If positioning/depositioning miles are required, the charge is the applicable rate times aircraft ACL times the positioning/depositioning miles. If the mission flies through Eurocontrolled airspace, an additional cost will be added. Any miscellaneous fees associated with mission requirements (landing fees, standby fees, stop charges, etc.) will also be added.

(a) When cancellation of a commercially contracted airlift mission is at the users request, a cancellation or suspension fee may be charged to the user for that mission. A copy of all commercial contracts will be forwarded to HQ AMC/A87DB, DSN 779-2291/2293 or 2289.

(b) Static Display SAAMs are charged at the commercial cost plus 10 percent or \$3,000, whichever is less.

(10) Non-TWCF aircraft SAAM rates are published by SAF/ACC (See Table 4). These instructions apply to authorized users of DoD aircraft under the applicable regulations.

(a) Non-AMC units operating a SAAM will:

(1) Secure a signed certificate of acceptance of liability prior to performing a mission.

(2) Report each SAAM.

(3) Mail an original and two copies of AF Form 91, Special Assignment Airlift Flight Itinerary Log, to TWCF, DFAS-OM/ACRR no later than 72 hours after mission is completed. Attach the following supporting documents, as applicable.

(a) Original of certification of acceptance of liability.

(b) Original of AF Form 96, Passenger Manifest, or DD Form 1385, Cargo Manifest, or both.

(b) Computation of hourly charges.

(1) Charges for SAAM s will be IAW procedures provided in paragraph 2.

(2) Hourly rates will be charged in accordance with Table 4.

(c) In addition to the flying hour charges, shipments may be assessed for fleet service and cargo handling costs (see Tables 2 and 3), reference DFAS-DER 7070-DODFMR Vol 15.

(11) The incentive tariff will be continued for FY06, excluding domestic commercial airlift. It consists of a 10 percent reduction in the overall cost of SAAM's including MAR, if the criteria contained herein are met.

(a) SAAM's, including those supported with in-system select aircraft, will qualify for the incentive tariff if the validation is received by USTC/TCJ3-ODJ 30 days or more prior to the operating date of the mission.

(b) These procedures will be employed for intra-theater SAAM's by USTC/TCJ3-ODJ in coordination with the Theater validator.

(c) The mission must run as planned without any significant user changes during the 30 days prior to the original requested operating date. A significant change will consist of the following:

1. A change to the JCS priority.
2. Changing the APOE or APOD, to include additions or deletions of locations and/or drop zone.
3. Changing the available/pick-up or latest arrival dates/times.
4. Changing the type or number of aircraft requested.
5. Changing the load that affects aircraft, requires any additional waiver, or affects required support.

6. Changes that require special support not identified by the user on the initial request.

(d) The agency that levies SAAM requirements or changes within 72 hours of operation that result in crew turbulence, airframe changes or itinerary, route or schedule changes will be charged for any abnormal costs incurred. In no case will it be less than the minimum activity rate (MAR) for each twenty-four hour period or part thereof less than 72 hours. SAAMs that are bona fide humanitarian requirements or lifesaving missions are exempt. Priority alone is not justification for exemption.

b. JCS Exercises and OSD/JCS-directed peace-time contingency missions will be billed by the hours flown for organic airlift missions and by the rates in Table 5 for commercial airlift missions. All other normal procedures will apply except for tariff incentives. MAR billable charge is intended to apply when a user requests a planned airlift mission delay of 24 hours or more (e.g. alerts for 26 hours will be charged for 4 hours MAR, 8 hours for a C-17). Delays of 24 hours or more, during the execution of a contingency/exercise mission, that result from problems, either AMC or user related, are not included in the interpretation and should not be billed the MAR. At the time the Alert is ordered, the bill payer and/or fund cite will have to be rendered.

c. KC-10/KC-135 offers airlift capability in two roles: Primary air refueling with secondary airlift and primary airlift with secondary air refueling. Use the following guidelines to compute KC-10/KC-135 SAAM and JCS Exercise charges.

- (1) Primary Air Refueling with secondary airlift.

(a) When a unit uses the ancillary airlift capability solely to move that unit's equipment, personnel on deployment and/or redeployment missions, AMC will not charge the deploying unit for the airlift the KC-10/KC-135 provides. Movement of the materials handling equipment (MHE) or special teams/equipment to support the unit being deployed on primary air refueling missions is the funding responsibility of that unit or the JCS Exercise program, as appropriate.

(b) When the KC-10/KC-135 is on a primary air refueling mission and provides airlift to a unit other than the unit receiving air refueling, compute airlift charges using KC-10/KC-135 rate. For example, bill at the KC-10/KC-135 hourly rate regardless of the amount of user traffic placed on the aircraft. In this case, there will be no charge to the user for the movement of the MHE or support equipment on the same aircraft.

- (2) Primary Airlift Role.

When ACL is not limited by primary air refueling requirements, the KC-10/KC-135 airlift capability is reimbursable to AMC at the applicable KC-10/KC-135 rate. This charge applies even if secondary air refueling is accomplished during the mission. Movement of MHE or support teams/equipment will be accomplished at no additional charge to the user when the KC-10/KC-135 is performing a reimbursable SAAM or JCS exercise mission.

3. Methods of computing special assignment airlift mission charges.

- a. For organic airlift mission.

- (1) Determine flying hour rate by type of aircraft from Table 1 through 3.
- (2) Determine number of flying hours for each sortie flown to include positioning and depositioning of aircraft.
- (3) Determine the MAR if a user delay of more than 24 hours is involved from Table 1 through 3.
- (4) Multiply step one by step two and add any MAR. Subtract 10% incentive tariff if applicable.

- b. For commercial airlift mission (estimating).
 - (1) Determine the one way/round trip rate for passenger/cargo from Table 5.
 - (2) Determine the ACL for the type of aircraft contracted by passenger/cargo from Table 5.
 - (3) Estimate the live miles of the mission.
 - (4) Multiply step one by step two by step three to determine the "live miles" portion of the charge.
 - (5) Multiply the positioning or depositioning miles times the applicable rate in Table 5 times the ACL to determine the "positioning/depositioning miles" portion of the charge.
 - (6) Determine any chargeable miscellaneous costs including Eurocontrol charges.
 - (7) Add the live miles cost plus positioning/depositioning miles cost plus miscellaneous costs.
 - (8) Subtract 10% incentive tariff if applicable.
- c. Contact USTC/TCJ3-ODJ, DSN 779-1114 or commercial 618-229-1114 for questions concerning estimates of SAAM airlift charges.

4. Examples of airlift charges.

- a. A mission using a C-17 originates at Norfolk NAS VA with an offload at Roosevelt Roads NAS PR. User is the U.S. Navy. No MAR involved. Requirements of paragraph 2a(10) met.

- (1) Charge computation:

Charleston AFB SC to Norfolk NAS VA	1.1 flying hour (positioning sortie)
Norfolk NAS VA to Roosevelt Roads NAS Pr	3.3 flying hour (mission sortie)
Roosevelt Roads NAS PR to Charleston AFB SC	3.4 flying hour (depositioning sortie)
Total Flying Hours	7.8

C-17 Rate (Table 1 DoD User)	\$ 7,986
Mission Cost Prior to Discount	\$62,291
Less 10% Discount	<u>\$(6,229)</u>
Total Mission Cost	\$56,062

- b. Same information as provided in Example A, except MAR charge due to user required stand down (paragraph 2a(3)(a)).

(1) Charge Computation:

Charleston AFB SC to Norfolk NAS VA	1.1 flying hour (positioning sortie)
Norfolk NAS VA to Roosevelt Roads NAS PR	3.3 flying hour (mission sortie)
Minimum activity rate (26 hours)	2.0 flying hour (MAR) See paragraph 2.a.(3)(b).
Roosevelt Roads NAS PR to Charleston AFB SC	3.4 flying hour (depositioning sortie)
Total Flying Hours	9.8
C-17 rate (Table 1 DoD User)	\$ 7,986
Mission cost prior to discount	\$78,263
Less 10% discount	<u>\$(7,826)</u>
Total mission cost	\$70,437

c. A mission using a C-5 originates at Rhein Main AFB GE with an offload at Dhahran International Saudi Arabia and return to Rhein Main AFB GE. User is the U.S. Army. No MAR involved. Requirements of paragraph 2a(10) met. Aircraft home station is Dover AFB DE. User received in-system select. Aircraft at Mildenhall AFB U.K.

(1) Charge Computation:

Mildenhall AFB UK to Rhein Main AFB GE	1.6 flying hour (positioning sortie)
Rhein Main AFB GE to Dhahran Intl S.A.	7.1 flying our (mission sortie)
Dhahran Intl SA to Rhein Main AFB GE	8.1 flying hour (mission sortie)
Rhein Main AFB GE to Dover AFB DE	9.3 flying hour (depositioning sortie)
Total Flying Hours	26.1
C-5 Rate (Table 1 DoD User)	\$ 17,499
Mission cost prior to discount	\$456,723
Less 10% discount	<u>\$(45,672)</u>
Total Mission Cost	\$411,051

d. Same information as contained to example 2 above, except mission positions from Dover AFB DE to Rhein Main AFB GE and is an in-system select after mission completes at Rhein Main AFB GE.

(1) Charge computation:

Dover AFB DE to Rhein Main AFB GE	8.0 flying hour (positioning sortie)
Rhein Main AFB GE to Dhahran Intl S.A.	7.1 flying hour (mission sortie)
Dhahran Intl SA to Rhein Main AFB GE	8.1 flying hour (mission sortie)
Total Flying hours	23.2
C-5 Rate (Table 1 DoD User)	\$ 17,499
Mission Cost Prior to Discount	\$405,977
Less 10% discount	<u>\$(40,598)</u>
Total Mission Cost	\$365,379

e. A DoD user requests commercial one-way passenger airlift from Ramstein AFB GE to Andrews AFB MD. The users requirement can best be met by contracting for a DC-10. Requirements of paragraph 2a(10) not met.

(1) Charge Computation:

Number of miles from Ramstein AFB GE to Andrews AFB MD times allowable cabin load (ACL) times passenger rate per seat mile (cents) charge

Total Miles	3,512
ACL	280
Rate Per Seat Mile	0.207875
Total Mission Cost	\$204,416
Eurocontrol Charges	<u>\$6,541</u>
Total Mission Cost	\$210,957

Table 1

FY06
DoD U.S. Government
Charter Hourly Rates and Minimum Activity Rates For TWCF Aircraft
Aircraft/Airspeed/Cargo Tons

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-141	\$6,082	\$12,164
C-5	\$17,499	\$34,998
C-130E/H	\$4,517	\$9,034
C-17	\$7,986	\$31,944
KC-10	\$9,246	\$18,492
KC-135	\$5,878	\$11,756

Questions can be directed to AMC/A88T, DSN: 779-2388.

Aircraft	Air Speed (MPH)	Cargo Tons
C-130	260	11.6
C-141	390	27.3
C-5	415	73.5
KC-10	425	37.8
C-17	390	35.7

Table 2

FY06
Non-DoD U.S. Government
Charter Hourly Rates and Minimum Activity Rates for TWCF Aircraft

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-141	\$6,313	\$12,626
C-5	\$27,338	\$54,676
C-130E/H	\$4,779	\$9,558
C-17	\$16,546	\$66,184
KC-10	\$9,443	\$18,886
KC-135	\$6,106	\$12,212

Table 3

Part A - FY06
Non U.S. Government
Charter Hourly Rate and Minimum Activity Rate for TWCF Aircraft

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-141	\$6,527	\$13,054
C-5	\$27,872	\$55,744
C-130E/H	\$4,915	\$9,830
C-17	\$16,861	\$67,444
KC-10	\$9,720	\$19,440
KC-135	\$6,235	\$12,470

Cargo terminal charge: Non-U.S. Government and FMS aircraft will be billed for cargo handling costs. The FY06 charge is \$493 per ton of cargo handled for Non-DoD and \$497 for Non-U.S. Government. This will be billed separately and is a minimum charge.

Passenger handling charge: Non-U.S. Government and FMS aircraft will be charged for handling costs. The FY06 charge is \$454 per passenger serviced for Non-DoD and \$461 for Non-U.S. Government. This will be billed separately and is a minimum charge.

Part B – FY06
Charter Hourly Rate and Minimum Activity Rate for TWCF Aircraft
Which are Fully Financed With FMS Funds

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-141	\$6,313	\$12,626
C-5	\$27,374	\$54,748
C-130E/H	\$4,779	\$9,558
C-17	\$16,582	\$66,328
KC-10	\$9,443	\$18,886
KC-135	\$6,106	\$12,212

In accordance with Foreign Military Sales fair pricing legislation, asset use costs will not be charged to FMS cases regardless of source of funding.

Part C - FY06
Charter Hourly Rates and Minimum Activity Rates for TWCF Aircraft
Which are Fully Financed With MAP Funds

AIRCRAFT	SAAM/JCSE/ CONTINGENCY FLYING HOUR RATE	MINIMUM ACTIVITY RATE
C-141	\$6,082	\$12,164
C-5	\$23,629	\$47,258
C-130E/H	\$4,517	\$9,034
C-17	\$12,837	\$51,348
KC-10	\$9,246	\$18,492
KC-135	\$5,878	\$11,756

FMS cases which are fully financed with MAP funds or non-repayable FMS credit shall be priced to exclude asset use cost and the cost of salaries and entitlements of military member.

Table 4

Non-TWCF hourly rates are available on the Internet at: <http://www.saffm.hq.af.mil>
Click on Cost Factors, then Logistics Factors, A15-1 Aircraft Reimbursement Rates

Questions can be directed on an as-needed basis to AFCAA/FMFF, DSN 664-0387

Table 5

FY06
International Commercial Rate Table

Large Class-body Aircraft	One-Way	Round Trip
Passenger – Per Statute Seat Mile	20.788 Cents	11.237 Cents
Ferry	10.113 Cents	10.113 Cents
Cargo – Per Ton Mile	66.215 Cents	36.786 Cents
Ferry	33.108 Cents	33.108 Cents
Medium Class body Aircraft	One-Way	Round Trip
Passenger – Per Statute Seat Mile	24.522 Cents	13.256 Cents
Ferry	11.930 Cents	11.930 Cents
Cargo – Per Ton Mile	95.450 Cents	53.028 Cents
Ferry	47.725 Cents	47.725 Cents
Small Class body Aircraft	One-Way	Round Trip
Passenger – Per Statute Seat Mile	27.326 Cents	14.771 Cents
Ferry	13.294 Cents	13.294 Cents
DC-8 Combi Aircraft *	One-Way	Round Trip
FY05 Rates		
Dollars per Plane Mile	13.136	24.302
Ferry (90% of round trip)	21.872	21.872

*** FY06 Combi Rates not yet available.**

Allowable Cabin Load (ACL)

	Passenger Seats (ACL)	Cargo Ton (ACL)
Large Class Body Aircraft		
B-747	400	90
DC-10-10	280	70
DC 10-30/40	330	75
L-1011-100	280	60
L 1011-50/100	280	60
L 1011-500	300	0
MD-11	360	82-86
Medium Class-Body Aircraft		
A-310	200	0
A-300	210	50-51
DC 8-62	0	39.2
DC 8-62/61	0	39.2
DC 8-63/73	0	45
B 757-200	190	0
B 757-300	200	0
B 767	200-240	0
Small Class Body Aircraft		
B 727-100	120	0
B 737	120	0
MD 80	140	0
B 737-400	140	0
B 727-200	150	0
B 737-800	150	0